

# AFCESA A-GRAM



AIR FORCE CIVIL ENGINEER SUPPORT AGENCY

99-41

AUGUST 1999

## QUALIFICATION TRAINING PACKAGES

### SYNOPSIS:

AFCEA, in association with Applied Research Associates, Inc., has completed a new contingency qualification training package - Contingency Airfield Marking Procedures. This production was automatically distributed to all AF civil engineer organizations on 16 July 1999. This computer-based product supports skill level upgrade and proficiency training of military engineer personnel in the Structural Career Field, 3E3X1.

After an attack, the marking team must know how to mark the usable runway surface as quickly as possible so combat aircraft can fly and land. This new AFQTP includes eight lessons which enable the student to understand the contingency airfield marking procedures and how these procedures interact with the Minimum Operating Strip (MOS) Layout System during a rapid runway repair process.

### LESSON SUMMARIES:

The program begins by discussing the MOS marking requirements. These requirements include striping the MOS centerline, threshold end line, and departure end line. The tasks required to complete airfield striping are presented in time sequence: advance planning, preattack activities, and postattack activities. Team configuration, layout and

placement tasks, and alignment checks are also discussed in detail.

The second lesson provides an overview of the MOS striping procedures and presents step-by-step processes for MOS striping tasks. It also discusses blackout painting, or obliteration, and manual painting requirements for the runway. The third lesson provides the same type of information, but is restricted to the requirements for access taxiway painting.

relief procedures. It also explains flushing requirements and general guidelines for painting equipment operation.

The on-board computer which controls the painting equipment is explained in Lesson Six, while Lesson Seven explains the maintenance routines required to service each subsystem of the EZ-liner paint set. In the final lesson, Lesson Eight, the student is provided with a system-by-system troubleshooting guide with examples from each system to illustrate how problems can be isolated and corrected. It also provides the requirements for both short-term and long-term storage of the paint set.

### ACCESSIBILITY:

Additional copies of this product can be obtained from HQ AFCEA/CEOT, 139 Barnes Drive Suite 1, Tyndall AFB FL 32403-5319. Questions regarding this AFQTP may be addressed to Mr. Ralph Gruber.

### CONTACT:

Mr. Ralph Gruber  
HQ AFCEA/CEOT  
139 Barnes Drive Suite 1  
Tyndall AFB FL 32403-5319  
DSN 523-6181 FAX 523-6488  
Comm 850-283-6181  
E-mail: [ralph.gruber@afcesa.af.mil](mailto:ralph.gruber@afcesa.af.mil)



Lesson Four presents the basic theory of operation for the airfield marking equipment and its subsystems. Also included in the lesson are pre-operational procedures, such as filling the bead tanks and loading the paint to prepare the equipment for painting operations. Lesson Five provides instructions on paint agitators, paint tanks, and pressure